

## JOHNSON & WIMSATT, INC., WASHINGTON

Sometimes the obvious is difficult to see. The other day we realized that we have right here in Washington one of the last firms in the country to operate commercial sailing vessels. Once it had sunk in that it was not necessary to travel a couple of hundred miles to obtain a first-hand fragment of maritime history, we wasted no time in making an appointment for an interview with Mr. W.K. Wimsatt, the president of Johnson & Wimsatt, Inc.

This firm was founded in the 1880's and is one of the leading building material suppliers in the District, with offices and a lumber yard located at 9th & Maine SW. Mr. Wimsatt was born close by, he told us. The Wimsatt family home was at 215 8th St. SW, on a bluff later leveled to fill the lake that once lay between the Washington Monument and the White House. His father, he told us, was one of the first men to mill lumber and produce finished millwork in North Carolina; these grades were brought North by rail and could afford the higher freight rates because all waste weight was already trimmed off.

Eventually this practice led to the entire abandonment of water transportation for bringing lumber from Carolina, although the truck has of course now captured most of the business from the railroads. Even Douglas fir, which generally has been carried through the Panama Canal to Baltimore and then trucked to Washington, is now beginning to arrive by truck directly from Oregon.

Back in 1890, the city directories show, the Johnson and Wimsatt interests embraced a wide field of business activities in Washington. E. Kurtz Johnson and William A. Wimsatt as Johnson & Wimsatt ran a wholesale lumber business, and were also associated with J. Harrison Johnson and Charles B. Church in J.H. Johnson & Co., wharfingers and storage, 12th and 13th St wharves. J. Harrison Johnson & Son were in the real estate business, while E.K. Johnson, beside being president of the Citizens National Bank, was in the coal, wood, and coke business with his brother, Albanus L. Johnson.

Mr. W.K. Wimsatt went to work in this

organization in September 1900, his first job being to tally four million spruce bath ex bark MATANZAS from St. John, N.B., at the 12th St. wharf. He has many memories of those days, when Maine-built four-masters unloaded long-leaf pine from Jacksonville or Valdosta, Georgia. One of these was the JAMES JUDGE, which was lost with all hands on the Florida coast in a hurricane. Another four-master was the CUTTY SARK -- not the tea clipper but the Canadian-built schooner of that name.

Much local lumber was brought from creeks tributary to the Potomac in "longboats", lightly built two-masted centerboard schooners 50 or 60 feet long, carrying around 35,000 feet of lumber. These were undecked except at the ends, with narrow catwalks along the sides. 'Pungies', another local type of schooner, were mostly in the fish business, but a few of the larger ones carried lumber. They were characterized by narrow ends, with the greatest breadth of beam well forward. One of these, the CENTURION, actually built at Westfield, N.Y. in 1857, was reputed in 1900 to have been 65 years old; she carried 30,000 to 40,000 feet of lumber.

An occasional bug-eye also freighted lumber. As Mr. Wimsatt tells it, the BEULAH LAND, a three-masted bug-eye, could carry 125,000 feet of lumber.

The local lumber carrier par excellence, however, was the 'ram', a three-masted, baldheaded, narrow, shoal, slab-sided centerboard schooner with a spike bowsprit. This type was originally developed to take lumber through the Chesapeake & Delaware Canal to the Philadelphia market; but was

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widely used also out of Baltimore and Washington, particularly to go down to North Carolina ports through the Albemarle & Chesapeake Canal. Johnson & Wimsatt have a sawmill at Dover, N.C., which is connected by the Atlantic & E. Carolina RR with New Bern, on Pamlico Sound; and until the late thirties much of their cut was loaded on rams at New Bern. They also have a branch yard at Westville, N.J., near Philadelphia. In the hurricane season and the winter months, Washington or Philadelphia might be the destination, but in the summer the rams would often pass out the Virginia Capes and take their cargoes to New York City.

Johnson & Wimsatt owned three of this class of vessel in recent years. One was the JOSEPHINE WIMSATT, built at Milford, Delaware, in 1891 as the MAY & ANNA BESWICK by J.W. Abbott's Sons. She was bought by the firm about 1910, renamed in April 1922, and sold to Capt. Walter Wrightson of Nassau, B.W.I., in Nov. 1938. She is not in "Lloyd's" for 1940/41. She grossed 149 tons, and was 95 x 27 x 6 ft.

Another was the MABEL & RUTH, built at Bethel, Del., in 1896 by John M.C. Moore; 190 tons, 125.3 x 23.3 x 7.6 ft. Her beam shows that she was a true ram, designed to clear the 24-ft locks in the C. & D. Canal. She was bought by Johnson & Wimsatt about 1922 and was sold to Baltimore owners in 1941. In 1946 she became the CITY OF ST. PETERSBURG in Florida waters, and she went out of documentation at Tampa in 1949.

The third ram was the KINKOPA, named for the village in Ireland whence Mr. Wimsatt's mother's people had come. She was built at Sharptown, Md., in 1891 by Geo. K. Phillips & Co. as CHARLES T. STRANN. In 1911 she was renamed CHARLES L. ROHDE, and a few years later was bought by the Wimsatt firm. In 1927 they spent \$40,000 completely rebuilding her at Solomons, Md., renaming her KINKORA as part of the process. In February 1942 she was given an auxiliary engine, and three months later was transferred to the Dominican flag. She grossed 215 tons, and measured 125.2 x 23.8 x 8.9 feet.

These three vessels were all wholly owned by Johnson & Wimsatt, being operated as an adjunct to the business just like a truck or a team of mules. They generally went light to New Bern, although occasionally they took a cargo of fertilizer south; Washington has little

# THE SHIPBUILDERS OF THOMASTON SAMUEL WATTS. Continued from p. 27.

The barge GASTON was wrecked on Cobb Island, Va., 25 March 1912. The second JOSEPH FISH, as the ATLANTIC of Bremerhaven, was wrecked in August 1903. The GENERAL McCLELLAN became a barge in 1890.

L.B. GILLCHRIST became a barge in 1888 and was lost by foundering in the spring of 1897. KENDRICK FISH was sold to J.D. Biscoff of Bremen in November 1880 and renamed HENRY. JANE FISH was also sold to German owners, in Sept. 1882; LORETTA FISH became the THEODOR FISCHER of Bremen in March 1884; she brought only \$5000, while the JANE fetched \$7750. The THEODOR FISCHER foundered in the North Atlantic in February 1902, bound from New York to Portishead, the crew being rescued by the British steamer GEORGIAN.

KATE HARDING was sold to Snow & Burgess for \$26,000 in May 1883. She was lost off Highland Light 30 Nov. 1892, being then owned by Maguire of Quebec. The SAMUEL WATTS of 1870 became the J. WEISSENHORN of Bremen in 1882 and the SOUVERAIN of Stavanger in 1884; she was condemned at Rio in 1902. ELIZA McNEIL became the German AUGUST in Dec. 1882, and went missing in 1903. ABNER I. BENYON, as ALFRED WATTS, was lost at sea in 1887.

The H.S. GREGORY -- named for the man who invented the hole in the doughnut -- was lost at sea in 1883, and the JOHN T. BENNY in 1888. The ALFRED D. SNOW was wrecked in 1887. LEVI G. BURGESS became a salmon packer, and was burned for scrap in 1928. SNOW & BURGESS was sold to A.P. Lorentzen of San Francisco in Sept. 1890, and was made a bark a couple of years later. In 1901 she was converted to a baldheaded five-masted schooner, and was finally junked at Seattle in 1921.

JOSEPH B. THOMAS was lost as a barge in 1913. CYRUS WAKEFIELD (which incidentally was disguised as the "HOSEA HIGGINS" in Paul Eve Stevenson's "By Way of Cape Horn") became a barge in the Philippines in 1901. R.D. RICE was set afire by her crew in 1901.

to export and the delays occasioned by loading and unloading outward cargoes made them unprofitable to seek. Auxiliary motors were not used, owing to the expense of carrying licensed engineers under U.S. regulations; instead each schooner carried a "pushboat" -- a beamy launch with powerful inboard engine -- on stern davits, which was lowered to push along the parent vessel during calms.



## THE SHIPBUILDERS OF THOMASTON -- III

## JOHN HOLLAND COUNCE

At the time of his death the wealthiest man in Warren, with an estate of \$100,000, J.H. Counce was born 2 June 1776, the 6th child of Samuel Counce, who moved to Warren from Milton, Mass. John Holland was brought up on the family farm, but turned to shipbuilding, and was a master workman at the age of 28. Eaton gives the date of his death as 10 March, but the year both as 1848 and 1849. The following list of his vessels is derived entirely from Eaton's works. All were built at Warren except those marked with "T" for Thomaston.

1805	Sch	UNION	Tonnage: 179
1806	Sch	AMERICA	126
1806	Slp	JANE	98
1807	Slp	WASHINGTON	97
1811	Brig	ALEXANDER*	141
1815T	Sch	MARY SPEAR	93
1816T	Sch	JANE	?
1816T	Sch	CATHERINE (or KATH-)	105
1816	Sch	FAIR AMERICA	103
1817T	Sch	DODGE HEALEY	80
1817T	Sch	THREE BROTHERS	80
1818T	Sch	THOMAS	72
1818T	Sch	HALSEY	146
1818	Sch	THOMAS	115
1819T	Sch	ANN	134
1819	Sch	ELIZA ANN*	117
1819T	Brig	JOHN	144
1820T	Brig	SYLVESTER HEALEY	143
1820T	Sch	GEORGE	100
1820	Brig	ALMIRA	158
1822T	Brig	IDDO	197
1822	Brig	WILLIAM HENRY*	239
1822	Sch	EMILY	116
1823T	Brig	MONTPELIER	199
1823	Brig	ENTERPRISE*	196
1823	Sch	JOSEPH	134
1824T	Ship	GEORGES	319
1824T	Brig	DODGE HEALEY	200
1825	Ship	CHARLES ADAMS*	263
1825	Brig	ANN MARIA*	172
1825	Sch	UNION*	171
1826	Brig	BELISARIUS*	175
1826	Brig	THOMAS & WILLIAM	169
1826	Brig	ELIZA & HELEN	103
1827T	Ship	HEWES	293
1827	Brig	BRILLIANT*	209
1828	Ship	WILLIAM & JOHN*	396
1829	Sch	MERCHANT*	127
1830	Brig	NOBLE*	273
1831	Sch	ISABELLA*	36
1832	Ship	EDWIN*	339
1833	Sch	RETRIEVE*	116
1833	Sch	POWHATTAN	113

\*Counce listed as an owner

1833	Sch	LEO	151
1833	Sch	MANHATTAN	144
1834	Ship	FRANKLIN	421
1835	Brig	LIGONIA*	237
1835	Brig	USARDO	216
1836	Sch	HIRAM	99
1837	Ship	JOHN HOLLAND*	527
1838	Brig	CATHERINE*	239
1839	Ship	LEOPARD*	588
1839	Brig	SEA*	249
1840	Ship	CLAIBORNE	662
1840	Brig	OCEANA*	249
1841	Ship	STATESMAN	672
1843	Ship	LEONIDAS*	690
1846	Ship	AMELIA*	623
1846	Sch	J. H. COUNCE	149
1847	Sch	MAY FLOWER*	173
1848	Bark	KEZIA*	299

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## A READABLE HISTORY OF THOMASTON

PACKARD, Aubigne Iermond, "A Town That Went to Sea," xii and 416 pp; 28 ill; Portland, Me., Falmouth Publishing House, 1950. \$4.50

Mrs. Packard, the daughter of a ship-building family of Thomaston, has put together three dozen chapters that singly are hardly more than essays, but which collectively tell of the rise and decline of Thomaston as a shipbuilding and limeburning center.

For a lady past 75, she writes in a remarkably sprightly style, her only eccentricity being an occasional unexpected use of italics in proper names. The organization of the book lends itself to some slight repetition of facts, and she has been led by local pride into a couple of mis-statements. One, that Edward O'Brien owned all the shares in all his later ships, has already been exposed in LOG CHIPS; the other, that Thomaston built more ships than any other port in the country (p.201), needs the qualifying phrase "of its size."

We learn of how Maine, breaking away from Massachusetts, had to set up its own State Prison, which was built at Thomaston; and of how the Thomaston families with interests in the New Orleans cotton trade favored the South in the Civil War.

Thomaston square-riggers seldom returned to the St. George River after they were completed, and Mrs. Packard writes that even to this day she expects vessels to move stern first, so used was she to seeing them go that way at launching, and so unused to seeing them normally under way.

The book has several diary extracts and other first-hand narratives. Appendixes list vessels built at Thomaston (not without inaccuracies and without naming builders) and Thomaston masters.



## Vessels dismantled by Nieder &amp; Marcus, Seattle.

YEAR	OFF.NO.	NAME	TONS	TYPE	BUILT	REMARKS
1909	27550	YOSEMITE	1319	Wd.Side Wheel	San Francisco, 1862	
1914	TB #13	FOX (USS)	154	Stl.Destroyer	Portland, Ore., 1899	
1914	TB #12	DAVIS (USS)	154	" "	" " "	
1914	121064	FULTON	380	Wd.Stm.Schooner	Fairhaven 1898. (See text)	
1917	9835	FAVORITE	269	Wd.Side Wheel	Utsalady, Wash. 1868. (See text)	
1919		PATTERSON (USC&GS)	500	Wd.Stm.Bktn.	Brocklyn 1882 (see text)	
1920		RAINBOW (HMS)	3600	Stl.Cruiser	Jarrow 1893. text)	
1924		ALGERINE		Canadian salvage vessel; ex HM gunboat.		
1925	201073	JEFFERSON	1615	Wood Steamer	Tacoma 1904. Alaska trader.	
1925	211774	RUSH (ex USRC)	459	Wood Steamer	Port Blakely, 1885	
1926	85065	GLORY OF THE SEAS	2102	Wd.Barge; ex Ship	E.Boston 1869. (See text)	
1928	PG 13	PRINCETON (USS)	1010	Comp.Gunboat	Camden, N.J., 1895	
1928	14445	WAIALEALE	342	Wood Steamer	Port Blakely, 1886	
1928	210378	POTLATCH	575	Stl.Steamer	Seattle, 1912. Hull sold.	
1929	95688	HENRY VILLARD	1552	Wd.Barge; ex Ship	Bath, Me., 1882.	
1929		PATRICIAN (HMS)		Canadian Gunboat		
1929	120876	FLYER	452	Wood Steamer	Portland, Ore., 1891	
1929	219685	BOOBYALLA	3099	Wd.Motorship	Seattle, 1919	
1929	219331	CHALLAMBA	2400	Wd.Motorship	Olympia, 1918	
1929	19418	ORIENTAL	1688	Wd.Bark ex Ship	Bath, Me., 1874	
1929	106117	ABNER COBURN	1972	Wood Ship	Bath, Me., 1882	
1930	219809	ELLA A.	1565	Wood 4m.Sch	Dockton, Wash., 1920	
1930	220346	ELINOR H.	1569	Wood 5m.Sch	Dockton, Wash., 1920	
1930		FORT JACKSON		Wood USSB hull	Tacoma, Wash.	
1930	135173	ELWELL	1461	Wd.Barge; ex Ship	Damariscotta, 1875.	
1934	168598	DACULA	2234	Wd.Barge	Olympia, 1919. USSB hull.	
1934	AS-8	SAVANNAH (USS)		Stl.steamer	Flensburg, 1899. Ex-SAXONIA	
1934	106184	ALAMEDA	3158	Iron steamer	Philadelphia 1883. (see text)	
1935	220724	FORT LARAMIE	2240	Wood 6m.Sch	North Bend, Ore., 1919	
1935	216068	THISTLE	1587	Wood 5m.Sch	St.Helens, Ore., 1918	
1935	220274	MONITOR	2247	Wood.5m.Bktn	Benecia, Cal., 1920. Hull sold.	
1935	219520	K. V. KRUSE	1728	Wood 5m.Sch	North Bend, 1920. Hull sold.	
1935	111405	REDONDO	1130	Stl.Steamer	Toledo, Ohio, 1902. Hull sold.	
1935	116387	SNOQUALMIE	104	Wd.Stm.Fireboat	Seattle, 1890. Hull sold.	
1935		OREGON (U.S.Eng.)	645	Wood Dredge	Portland, Ore., 1908 Hull sold.	
1936	216005	SANTA FLAVIA	2113	Wood Motorship	Aberdeen, Wash, 1918	
1937	210992	AKUTAN	221	Wood Steam Tug	North Bend, Ore., 1913	
1938	130759	NEW ENGLAND	230	Stl.Stm.Fish.Tug	Camden, N.J., 1897	
1939	201483	SAN JUAN	284	Wood Steam Tug	Seattle, 1904	
1939	204110	DANIEL KERN	297	Wood Steam Tug	Baltimore 1879. Ex MANZANITA	
1939	93135	CITY OF BREMERTON	510	Wd.Stm.Ferry	Everett, 1901. Ex MAJESTIC	
1939	206030	SEATTLE	504	Stl.Stm.Ferry	Portland, O., 1909 ex H.B.KENNEDY	
1939	121281	BEE LINE	90	Wd.Stm.Ferry	Tacoma, 1903 Ex FLORENCE K.	

## NIEDER &amp; MARCUS, SHIP DISMANTLERS

Although a great deal of attention is given in LOG CHIPS to listing the ships built by firms, we have not yet had much to say about ships scrapped by firms. The reason for this is obvious: the building of a ship creates a whole series of records associated with the name of the builder, while the scrapping of a ship is done anonymously as far as her registry is concerned, and automatically puts an end to further documentation. We are therefore fortunate in being able to publish the above list, prepared by Lillian Schwartz of Nieder & Marcus, Seattle.

The firm was established in 1908 by M. Nieder and Ben Marcus, and is now managed by Joe Livingstone. The firm deals in ship chandlery, but through the years it has specialized in disposing of the worn-out vessels of the Pacific Northwest. Some have been resold for barges after the hull has been stripped of its fittings; others, like the FULTON and SAVANNAH have been sold intact and have gone back into service. Unserviceable metal hulls have gone under the wreckers' torches, to become scrap metal, while the old copper-fastened wooden hulls were soaked with oil and set afire, so that the valuable bolts and spike-



could be collected at low water.

The list on p.40, prepared from company records, does not always agree with other sources (for example, GLORY OF THE SEAS is usually stated to have been burned on 13 May 1923), but the complete scrapping of a ship can be a slow process, and there undoubtedly are good authorities for the years indicated.

Among those not completely scrapped in the year given, the FULTON, as already mentioned, went back into trading. FAVORITE possibly became a floating cannery. PATTERSON, the former surveying ship, was fitted as a motorship and put in many years trading to Point Barrow before finally being wrecked in 1938.

FORT JACKSON was an unfinished Ship-ping Board hull launched 27 March 1919; she was used as a club house by an American Legion post. ALAMEDA was burned alongside her pier at Seattle on 28 Nov. 1931. She was bought by Nieder & Marcus in Dec. 1934 and was completely broken up in 1937. MONITOR became a fish-reduction plant, and K.V. KRUSE a log barge.

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#### SAILING SHIP NEWS

DARRA, N.Z. hulk. Ex comp. ship built 1865.

Last hulk at Lyttelton; scheduled to be rerigged for 1950 Canterbury Centl.

DANMARK, Dan. aux. tr. ship. 10 Sep. passed Elsinore; 8 Oct. arr. Madeira; 16th arr. Teneriffe; 31st sailed St. Vincent; 30 Nov. arr. Buenos Aires; 7 Dec. sailed for Montevideo.

DIAMOND HEAD, barge (ex GAINSBOROUGH).

Burned out at Everett, then scrapped Nov. 1950 by Puget Snd. Br. & Dr. Co.

FANTOME, Br. aux. 4m. sch. yct. 16 Dec. sold to W. & J. Jones, Seattle. 3 pp. of photos in Seattle 'Times' rotogravure, 26 Nov. 1950.

HOMEWARD BOUND, Can. barge (ex ZEMINDAR)

Nov. 1950 scrapped by Puget Sound Bridge & Dredging Co., Seattle.

PAMIR and PASSAT, Finn. 4m. bks. Nov. 1950 sold to Belgian scrappers.

POINT LOMA, derrick barge (ex 3m. sch. GLENDALE, built Fairhaven, Calif. 1888)

Fall 1950 foundered off Crescent City.

WILLIAM TAYLOR, reefer barge. 7 Aug. left San Francisco for Paita, Peru, in tow SOUTHEASTERN. 17 Sep. arr. Balboa; 24th sailed; 6 Oct. sailed from Talara.

(With thanks to Capt. P.A. McDonald,

Gordon Jones, Karl Kortum, and the New Zealand Ship & Marine News).

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ERRATA, p.16. For 'Stephen' Curling read 'Sanders'; for Capt. 'Colby' read 'Colley'. (Thanks to S.W. Lewis)

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U.S. FISH & WILDLIFE SERVICE, "The cod-fish industry in northern Portugal," Fish. Leaflet. 367. 23 pp (processed), Washington 1950. For 'luggers' read 'schooners' (Port. 'lugres') throughout.

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#### NOTES ON THREE- AND FOUR-MASTERS

CHIQUIMULA (p.30) along with TEMPATE and GUANACASTE were built as power bald-headed four-masters to carry ore for M.C. Keith, chairman of United Fruit. Later their mastheads were cut down and topmasts sent up, but they never had sail power enough.

The management of the first two was given to me. TEMPATE was lost on Abaco in a northeaster in Oct. 1923, and I sold CHIQUIMULA to Puerto Rico in 1923 for \$12,000.

The GERTRUDE A. SOMERVILLE (p.31) was turned over in a storm off Savannah and all hands lost. Her wreck is now in Savannah. The J.W. SOMERVILLE was lost in the same storm off Tampa, and her wreck was towed in to Key West by the cutter SAUKEE. Then she became the power schooner NASSAUVIAN. In 1930 she was sold to go up on the Great Lakes, but burned while leaving Jax, and her wreck now lies off Eastport in the St. Johns. The G.A.S. made 156% the first year, while the J.W.S. never made a dollar. --J.W. SOMERVILLE



## BOOK REVIEWS

LAWSON, Will, and the Shiplovers' Society of Tasmania, "Blue Gum Clippers and Whale Ships of Tasmania," 261 pp; 31 ill; index. Melbourne, Georgian House, 1949. 20s Aus.

The maritime history of Tasmania has been partially covered by Villiers' "Vanished Fleets" (1931) and, in a very different literary style, by L. Norman's "Pioneer Shipping of Tasmania" (1938), while Philp's "Whaling Ways of Hobart Town" (1937) treated of the Tasmanian whale fishery. The Shiplovers' Society, however, felt that the definitive book on Tasmania's shipping should be the product of their joint endeavors.

Accordingly, in February 1936 they held a Nautical Exhibition at Hobart, and with the proceeds engaged Will Lawson, author of "Pacific Steamers" to write the narrative. The long interval that has elapsed since the inception of the work has, it is stated, enabled the Society to edit the available data to produce a much more informative and accurate record than would otherwise have been the case.

The whale ships portion of the title is self-explanatory, while the blue-gum reference is to the Eucalyptus globulus, from whose timber most Tasmanian vessels were built. They traded around the island, or to New Zealand and the Australian mainland, and a few were operated in the London trade. Shipbuilding in Tasmania is not yet a thing of the past, as three schooners were built there during World War II; while the ARGONAUT II, a lumber schooner, was completed in 1947.

Appendixes list Tasmanian wrecks and the fleet that cleared for California in 1849 and 1850. A large scale map of the island is furnished with the book.

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MARDESIC, Petar, "Enciklopidija Plovidbe", Ministarstva Saobracaja, Beograd, 1948. 783 pp. 857 ill, index. 400 dinars.

Published by the Yugoslav Minister of Communications, this "Nautical Encyclopedia" is a comprehensive textbook on all phases of maritime affairs, from tides and buoys to radar and sails. It is not arranged alphabetically, but by topics, which are tied together with an adequate index and table of contents.

Particularly interesting are the portions dealing with Danube navigation, in which the river vessels of the Balkans and all their characteristic gear are fully described. The illustrations for the

most part seem to have been prepared especially for this work, and they are well executed.

Serbian do not attempt to preserve the original spelling of outlandish foreign words, but instead render them in unabashed Slavized forms. Thus the historical portion of this volume contains reference to such noted Atlantic steamers as the GRET ISTER and KVIN MERI, whose identity may be puzzling until their pictures are recognized.

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COURSE, Captain A.G., "The Wheel's Kick and the Wind's Song," xiv, 264 pp, 12 pl, index. Percival Marshall, London, 1950. 18s.

This book is the finest piece of maritime history that has crossed our desk in a good many months, and it can well stand as a pattern of how works of this type should be produced. It is a history of the ships of John Stewart & Co. of London—not a history of the firm, for its rise and fall are sketched in four pages and no balance-sheets are presented—but a detailed, unvarnished ship-by-ship account of all its sailing vessels, starting with the BLACKWALL in 1870 and ending with the WILLIAM MITCHELL in 1928.

Alan Villiers devoted a chapter of "Sea Dogs of Today" to the John Stewart Line, but in that small space he could not do much more than name many of the vessels. Captain Course, who served his time in the LORTON and EDINBURGH, has drawn freely on "Sea Breezes" and Lubbock's works, but he has also attempted to contact each John Stewart ex-apprentice now living and extract his recollections.

There are four chapters on the author's own life in LORTON and three on EDINBURGH. In the latter he was captured by the German raider MOEWE in January 1916, but was released a month later at Teneriffe.

The only fault we can find with this book is an occasional garbling of place names, but this trait is common to all English-speaking seamen. There is an excellent pen sketch by E.W.H. West at the head of each chapter. The Stewart fleet is listed in three appendixes, the first a chronological table with year built, bought, sold, broken up, or wrecked; the second, after "Lloyd's Register", a list of the vessels in the fleet in each year; while the third gives full particulars of builder, tonnage, dimensions, rig, and first owner.

We hope that Captain Course will write more books on sailing ships.



## THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF, continued from p.32.

(We neglected to consider vessels built for foreign owners in the first installment, so commence with some additions and corrections to the list)

			1921	
GENERAL WOOD	194	Essex, Mass.		Newfoundland; 1938 Jamaican
			1920	
GENERAL GOUGH	237	Essex, Mass.	A.D.Story	Newfoundland owned.
GEORGE A. WOOD	234	Essex, Mass.	A.D.Story	Newfoundland owned.
			1919	
BEULAH MAE	276	Essex, Mass.	A.D.Story	Newfoundland owned.
CITY OF TARPON SPRINGS	(see p.31)			Honduran VIRGINIA LOUISE
JEAN WAKELY	270	Essex, Mass.	A.D.Story	Newfoundland owned; rn RAYMOND R.; missing 1931.
			1918	
HARRY & VERA	283	Essex, Mass.	A.D.Story	Newfoundland; aband.Atlantic 1931.
			1917	
GLYNN	(see p.31)			French ROI RENE
STJARNAN (Aux)	345	Pensacola, Florida	F.F.Bingham	Icelandic.
			1916	
VERDA E. TURNER	(see p.32)			France VILLE DE GAND
OLIVETTE	(see p.32)			Icelandic HUGINN

(Now we continue with the basic list of three-masters)

			1905	
ALICE P. TURNER	192	Sharptown, Md.	Thos.J.Sauerhoff	Sold foreign 1914.
(actually HARRY LANDELL, built Belleville, N.J., 1866, rebuilt)				
HARRISON T. BEACHAM	299	Baltimore, Md.	Beacham Bros.	Missing about 1928.
HELVETIA	499	Rockland, Me.	I.L.Snow & Co.	Barge 1937; foreign '44.
JOSEPH P. COOPER	315	Sharptown, Md.	Sharptown M.Ry.Co.	Lost Atlantic Nov.1918.
MARJORIE A. SPENCER	421	Millbridge, Me.	Sawyer Bros.	1916 Norwegian MASS.
STILLMAN F. KELLEY	685	Thomaston, Me.	Washburn Bros.	Lost Florida Dec.1909.
			1904	
ANDREW G. PIERCE JR.	281	Noank, Conn.	R.Palmer & Son	1909 DANIEL BAILEY;
			1919 BLUEFIELDS;	Oct.1923 wrecked Florida,
ANNA M. HUDSON	338	Bethel, Del.	G.K.Phillips & Co.	Junked 1933.
CHARLES A. WITLER	219	Baltimore, Md.	W.E.Woodall & Co.	Lost in collision '05.
FLORA A. KIMBALL	401	Millbridge, Me.	Sawyer Bros.	Missing 1916.
GENERAL WHITING	490	Mobile, Ala.	Ollinger & Bruce	1915 MARY G. DANTZLER;
				foundered 1916 in Gulf.
GEORGE D. EDMANDS	541	Mystic, Conn.	M.B.McDonald	Burned at sea 1919.
GEORGE E. KLINCK	560	Mystic, Conn.	M.B.McDonald	Foundered March 1941.
JULIA P. COLE	495	Phippsburg, Me.	F.S.Bowker & Son	Foundered Jan.1910.
MARGARET M. FORD	365	Vinal Haven, Me.	A.M.Webster	Lost 1916, Bahamas.
MARY BRADFORD PEIRCE	410	Thomaston, Me.	Washburn Bros.	Burned 1911, Pto.Rico.
MOLLIE S. LOOK	572	Machias, Maine.	E.I.White	Wrecked 1908, N.Car.
PERSIS A. COLWELL	516	Phippsburg, Me.	F.S.Bowker & Son.	1919 French EMILE CARY
			1903	
DORIS	382	Phippsburg, Me.	F.S.Bowker & Son.	1915 foundered, Gulf.
E. MARIE BROWN	456	Thomaston, Me.	Dunn & Elliot Co.	Lost collision 1921.
EDWARD R. BAIRD JR.	279	Bethel, Del.	G.K.Phillips & Co.	Still going.
EMMA S. LORD	374	Millbridge, Me.	Sawyer Bros.	1917 DIAMONDFIELD;
				lost with all hands, Florida.
FRANK HUKINS	545	Bath, Maine.	Kelley-Spear Co.	Sold foreign 1918.
FRED W. AYER	387	Phippsburg, Me.	F.S.Bowker & Son.	Lost Mississippi 1920.



## THREE-MASTED SCHOONERS

GEORGIA D. JENKINS	471 Phippsburg, Me.	1903, continued	
PHILLIPS M. BROOKS	243 Madison, Md.	F.S. Bowker & Son.	Foundered Nov. 1927, Me.
RICHARD LINTHICUM	191 Church Creek, Md.	Jos. W. Brooks & Sn.	1922 Dominican.
WILLIAM BOOTH	545 Mystic, Conn.	B.J. Linthicum	1920 Venez. ALSACIA.
		M.B. McDonald	Lost collision 1928.
		1902	
ALICE LORD	373 Millbridge, Me.	Sawyer Bros.	Foundered Jan. 1915.
ALICE M. DAVENPORT	539 Bath, Me.	New England Co.	Wrecked Aug. 1902, Me.
BRAZOS	226 Baltimore, Md.	J.S. Beacham & Bro.	Wrecked Florida 1917
CELESTE	403 Tampa, Fla.	Jos. McDonald	Wrecked Jan. 1903.
FAIRFIELD	564 Bath, Me.	G.G. Deering	Wrecked Nov. 1915.
FRANK W. BENEDICT	534 Bath, Me.	Jas. W. Hawley	1917 Danish A. ANDERSEN; later Estonian EVALD.
HARRY K. FOOKS	276 Bethel, Del.	Geo. K. Phillips & Co.	Foundered 1910, Gulf.
KATE FEORE	382 Phippsburg, Me.	F.S. Bowker	Foundered 1909, Gulf.
MADALEINE	463 Phippsburg, Me.	F.S. Bowker	Wrecked 1914, Gulf.
MARTON N. COBB	459 Rockland, Me.	Cobb, Butler & Co.	Foundered 1925, Gulf.
MINERVA II	597 Rockland, Me.	Cobb, Butler & Co.	Lost 1905, Philippines.
VICTOR C. RECORDS	292 Sharptown, Md.	Sharptown M. Ry. Co.	Foundered 1920, N. Car.
WILLIAM BISBEE	309 Rockland, Me.	I.L. Snow & Co.	1937 JOSE GASPAR, Tampa.
WM. THOS. MOORE	291 Bethel, Del.	Geo. K. Phillips & Co.	Foundered Atlantic 1916.
		1901	
BENJAMIN RUSSELL	154 Leesburg, N.J.	Compton & Russell	Missing 1916.
CHARLES H. KLINCK	522 Noank, Conn.	Michael M. McDonald	'41 Canadian; fndrd. '43.
EMILY I. WHITE	352 Machias Me.	E.I. White	Lost S. Car., Feb. 1916.
GEORGE F. PHILLIPS	270 Bethel, Del.	Geo. K. Phillips & Co.	Foundered Feb. 1910.
LEJOK	371 Millbridge, Me.	Sawyer Bros.	Lost 1920, Yucatan.
MARGARET H. VANE	246 Madison, Md.	Jos. W. Brooks & Son	Wrecked 1908, Virginia.
METINIC	261 Rockland, Me.	Israel L. Snow & Co.	Missing Feb. 1916.
SEGUIN	405 Phippsburg, Me.	F.S. Bowker	Lost West Indies 1919.
SUSIE B. DANTZLER	229 Scranton, Miss.	George Frentz	Lost Mexico, Jan. 1921.
W. H. DIX	212 Pocomoke City, Md.	E. James Tull	Lost West Indies 1912.
		1900	
EDWIN & MAUD	208 Bethel, Del.	Geo. K. Phillips & Co.	Still cruising.
FUTURE	613 E. Boston, Mass.	John M. Brooks	Foundered Jan. 1913.
HELENA	619 Bath, Maine	Kelley-Spear Co.	Wrecked Jan. 1909.
HENRY WEILER	400 Phippsburg, Me.	F.S. Bowker	Abnd. at sea Oct. 1912.
JOHN W. DANA	556 Phippsburg, Maine	F.S. Bowker	Wrecked La., Dec. 1915.
MARY E. LEMOND	314 Thomaston, Me.	Washburn Bros.	Abnd. at sea Sept. 1900.
NINETTA M. PORCELLA	591 Millbridge, Me.	Sawyer Bros.	1918 French NINETTA.
PENDLETON SISTERS	793 Belfast, Me.	Carter & Pendleton	Lost Va. coast, Dec. 1905.
REPUBLIC	801 Thomaston, Me.	Dunn & Elliot	Sept. 1919 lost Brazil.
SANANDREAS	226 Pocomoke City, Md.	E. James Tull	Dec. 1900 lost Bahamas.
THEOLINE	586 Belfast, Me.	Geo. A. Gilchrist	1907 LAKEWOOD; lost in collision off Hatteras Apr. '07.
W. R. PERKINS	178 Millbridge, Me.	Leverett Strout	1920 BEMPORATH; later Portuguese GENOVEVA of Lisbon.
WELLFLEET	600 Rockland, Me.	Cobb, Butler & Co.	Lost Diamond Shl. 1911.
		1899	
ALVERIA S. ELZEY	283 Bethel, Del.	G.K. Phillips & Co.	Jan. 1910 lost Mexico.
DONNA CRISTINA	174 Tampa, Florida		Capsized April 1915
(actually ELLA B. KIMBALL, built Bath, Me., 1890, rebuilt)			
JOHN MAXWELL	532 Millbridge, Me.	Sawyer Bros.	Nov. 1912 lost N. Car.
		1898	
JENNIE D. BELL	194 Bethel, Del.	G.K. Phillips & Co.	Still trading.
JOHN RUSSELL	156 Leesburg, N.J.	J. Russell	Sold to Brit Guiana.
OTIS	292 Scranton, Miss.	H.B. Fisher	Missing 1917, Gulf.
SAM'L T. BEACHAM	185 Baltimore, Md.	J.S. Beacham & Bro.	Collision 1913, Fla. Sts.



JOHN FRANCIS	322 Tottenville, N.Y.	1897 -	
JOSIAH LINTHICUM	165 Church Creek, Md.	A.C.Brown	Lost Yucatan, 1922.
NOKOMIS	295 Millbridge, Me.	B.J.Linthicum	Lost at sea 1899.
		Sawyer Bros.	Foundered Dec.1905.
		1894	
EDWARD SMITH	440 Bath, Me.	Kelley, Spear Co.	Wrecked N.Bruns., 1925
MABEL & RUTH	190 Bethel, Del.	J.M.C.Moore	1946 CITY OF ST.PETERS-
			BURG; junked Florida 1948.
METHEBESEC	376 Rockland, Me.	I.L.Snow & Co.	1920 lost W.Indies.
WILLIE L.MAXWELL	315 Franklin, Me.	J.P.Gordon	Jun.1919 lost Brazil...
		1895	
ANNIE F. KIMBALL	401 Bath, Me.	George Hawley	Jan.1912 fndrd.Hatteras
BAYARD HOPKINS	269 Bath, Me.	New England Co.	Missing 1919.
CRISIS	247 Scranton, Miss.	Wm. Gandy	Lost 1896.
E. I. WHITE	477 Harrington, Me.	E. I. White	Dec.1901 lost Bahamas.
HENRIETTA A.WHITNEY	217 Ellsworth, Me.	Whitcomb, Haynes & Co.	Burned Aug.1924.
LOTTIE R.RUSSELL	304 Leesburg, N.J.	John Russell	Sold foreign 1913.
		1894	
AGNES S. QUILLIN	197 Bethel, Del.	G.H.Phillips & Co.	Lost Potomac R., 1938
IDA E. COMLY	208 Bethel, Del.	J.M.C.Moore	Lost Jan.1902.
IVY BLADES	234 Bethel, Del.	J.M.C.Moore	1908 CORAPEAKE; burned 1936.
J. W. BALANO	537 St.George, Me.	Port Clyde M.Ry.Co.	Rn.GRACEBELLE TAYLOR;
			Aug.1907 lost Sto.Domingo.
LENA NELSON	361 E.Boston, Mass.	Jn.A.McKie	Lost July 1896.
REBECCA R.DOUGLAS	475 Bath, Maine.	Kelley, Spear Co.	Fndrd.Atlantic Apr.'43.
MARY LEE PATTON	549 Baltimore, Md.	J.S.Beacham & Bro.	Jan.1905 lost West Ind.
WILLIAM LINTHICUM	156 Church Creek, Md.	B.J.Linthicum	Sold British 1940.
WILLIAM H.DAVIDSON	286 New London, Conn.	Jas.Davidson & Son	
		1893	
CLARENCE A.HOLLAND	200 Bethel, Del.	J.M.C.Moore	Junked 1949.
CORA H. HANSON	525 Thomaston, Maine	Washburn, Bros.	Missing Oct.1896.
EUGENE HALL	319 St.George, Me.	Port Clyde M.Ry.Co.	Lost 1898.
GRACE G. BENNETT	210 Bethel Del.	Geo.K.Phillips & Co.	Still afloat.
HAROLD J.McCARTY	312 Bath, Me.	George Hawley	Lost Florida Mar.1911.
HELENA	184 Bucksport, Me.	H. Fogg	Lost Maine, Apr.1913.
JAMES H. DUDLEY	367 Phippsburg, Me.	F.S.Bowker	GRIFFIN '99; lost 1920.
JAMES H. HARGRAVE	184 Sharptown, Md.		Rn B.P.GRAVENOR; 1942 rn
			MAYFAIR; 1944 not documented.
LAVINIA M. SNOW	354 Rockland, Me.	I.L.Snow & Co.	Fndrd.1930, Hatteras.
MARGARET B. ROPER	414 Bath, Me.	Kelley, Spear Co.	1919 Portuguese MARIA
			MANUELA.
MARY J. RUSSELL	372 Leesburg, N.J.	John Russell	Sunk in collision 1910.
PEPE RAMIREZ	450 Columbia Falls, Me.	John H.Crandon	Missing Dec.1905.
THELMA	525 Rockland, Me.	Gilchrist & Keen	Burned Gulf May 1925.
VENUS	204 Cambridge, Md.		1922 EDNA BRIGHT HOUGH; 1938
			scrapped.
(Portuguese SANTA LUIZA, 1914-1922)			
WILLIAM F. CAMPBELL	211 Cherryfield, Me.	G.W.Emery	Foundered Apr.1906.
WILLIAM H.SKINNER	262 Baltimore, Md.	Wm.Skinner & Sons	Feb.1908 abnd.at sea.
		1892	
ADELIA T.CARLETON	247 Rockport, Me.	Carleton, Norwood & Co.	July'18 lost S.Atl.
BERTRAM N. WHITE	470 Harrington, Me.	E.I.White	Dec.1898 lost at sea.
CHARLES B. LEET	305 Suffolk, Va.	Wm.O.Cranmer	Jan.1900 lost at sea.
CORA M.	143 Cherryfield, Me.	Joel Hinckley	1916 sold British.
FANNIE REICHE	463 Baltimore, Md.	J.S.Beacham & Bro.	Lost in collision 1905.
FRANK RUID	619 Newburyport, Mass.	Geo.E.Currier	Lost Mexico, Dec.1896.
FREDDIE FENCKEN	500 Bath, Maine	Kelley, Spear & Co.	Lost Florida, Sept.1912.
HUGH KELLY	792 Millbridge, Me.	J.W.Sawyer & Sns.	Foundered April 1915.
IDA C. SOUTHARD	818 Waldoboro, Me.	Reed & Co.	Lost at sea, Feb.1905.

(to be continued)



## SAILING SHIPS BUILT IN THE UNITED KINGDOM, 1883. (IRON unless stated otherwise)

Name	Rig	Tons	First owner	Fate
Later name	Year	Owner who changed name		
LUCKNOW (STEEL)	Ship	1492	W. Duxford & Sons, Sunderland Tyser & Co., London	Missing 1889, Pacific.
ANDRETA	Ship	1755	Richardson, Duck & Co., Stockton E.F. & W. Roberts, St. John, N.B.	
DIANORA	1918	A. Piaggio, Genoa.		Wrecked May 1918.
M. E. WATSON	Ship	1718	Chadwick & Prichard, Liverpool.	
TICINO	1907	(Italian)		Wrecked August 1908.
ALBYN	4m. Ship	2154	Oswald, Mordaunt & Co., Southampton J. Houston, Liverpool.	Missing 1921, N. Atlantic.
BRITANNIA	Ship	2209	Ship Britannia Co. Lim. (J. Coupland), London.	
NECK			Reederai Visurgia A/G, Bremen	
SONGELV	1914	S.O. Stray & Co., Kristiansand.		Submarined Feb. 1917.
CRESSINGTON	Ship	2211	Sailing Ship Cressington Lim. (R. W. Leyland & Co.), L'pl.	
SONGVAND	1913	S.O. Stray & Co., Kristiansand.		Submarined June 1917.
KISTNA	Ship	2204	E. Bates & Son, Liverpool	
FORTUNATO FIGARI	1901	Fratelli Figari, Genoa		
VICTORIA	1905			Hulked Buenos Aires 1909.
LADAKH	Ship	1998	E. Bates & Son, Liverpool	
NINFA	1905	G. Maresca fu. A, Castellamare		
MAMBI	1921	Cia. Cubana de Trans. de Mielles, Habana:		steam molasses tanker.
SCOTTISH DALES	Ship	2107	W.H. Ross & Co., Liverpool	1896 wrecked, Fiji Is.
SCOTTISH HILLS	Ship	2107	W.H. Ross & Co., Liverpool	1910 broken up, Germany.
ITATA (Steel: floors and part beams iron)	Bark	950	R. & J. Evans & Co., Liverpool Builders.	1906 sold for barge, after fire.
BRYN GWYN	Bark	1288	W. H. Potter & Sons, Liverpool D. Morgan, Liverpool	Lost, June 1888.
CROFTON HALL	4m. Ship	2127	Herron, Dunn & Co., Liverpool.	Lost, April 1898.
FORREST HALL	Ship	2052	Herron, Dunn & Co., L'pool.	Wrecked, February 1909.
GEORGE ROPER	4m. Bark	2104	W.T. Dixon, Liverpool.	Lost July 1883.
KENTMERE	4m. Ship	2521	Sh. K. Com Lim. (Fisher & Sprott), Lond.	Hulked 1910.
CROWN OF SCOTLAND	Ship	1617	Thomas Royden & Sons, Liverpool Robertson, Cruickshank & Co., Liverpool	
FRATELLI GAVARONE			Flli. Gavarone, Genoa	
FORTUNA				Hulk at Algiers; still there in 1928.
LATHOM	Ship	2048	Builders	Lost, Jan. 1884
SCOTTISH ISLES	Ship	2046	W.H. Ross & Co., Liverpool	Hulked 1909; broken up '32.
TERPSICHOE	Ship	2046	B. Wencke Sohne, Hamburg.	Hulked 1923, Gibraltar.
EARL OF JERSEY	4m. Ship	2129	Barrow Shipbuilding Co. Lim., Barrow Earl Shp. Co. Lim. (D. Brown & Sns), Lond.	Lost 1887.
BENICIA	Ship	1868	Whitehaven Shipbuilding Co., Whitehaven. Lowden, Edgar & Co., Liverpool	
MANICIA	1912	M. Bruusgaard, Drammen		Broken up, Germany, 1922.
SHERWOOD	Ship	1880	Fisher & Sprott, Liverpool	
LOUISE	1890	D.H. Wätjen, Hamburg.		Missing, Dec. 1899.
CROWN OF ENGLAND	Ship	1839	R. Williamsen & Son, Workington Robertson, Cruickshank & Co., L'pool.	Lost 1912.
GARSTON (Steel; frames & beams iron)	Ship	1852	R. W. Leyland & Co., L'pool.	Wrecked July 1889.



		Troon Shipbuilding Co., Troon.	
MAGGIE (Wood)	3m.Sch.	201 E.J.Duder, St.Johns, Newfoundland.	
		Robert Steele, Greenock	
INVERUGLAS	Ship	1746 J.McGregor & Son, Greenock	
SIERRA LUCENA		Thompson, Anderson & Co., Liverpool	
SOPHIE	1907	Chr. Nielsen & Co., Larvik.	
TUSITALA	1923	The Ship Tusitala Co., N.Y.	Scrapped at Mobile, 1947
		Russell & Co., Port Glasgow and Greenock. Greenock yard.	
ABOUKIR BAY	Bark	1169 Hatfield, Cameron & Co., Glasgow.	Wrecked 1893
ALCESTER	Ship	1657 J.R.Haws & Co., Liverpool	Wrecked Feb.1897.
DRUMBLAIR	4m.Ship	1907 Gillison & Chadwick, Liverpool	
CISSIE		W. Bowen, Llanelly.	Sunk in collision, 1915.
DRUMELTAN	4m.Ship	1908 Gillison & Chadwick, Liverpool	
MARGARET OVERMAN		1921	
BROOKLYN (barge)		1922 Neptune Line, N.Y.	Foundered May 1936, Kill van Kull.
FALLS OF FOYERS	4m.Ship	2009 Sh.F.F.Co.Lim(Wright & Breckenridge), Gls.	Lost 1899.
GOLDENHORN	4m.Bark	1915 J.R.de Wolf, Liverpool.	Wrecked Sept.1892.
KINCARDINESHIRE	Bark	1373 T.Law & Co., Glasgow.	Foundered March 1887.
MICRONESIA	Ship	1619 J.& W.Goffey, Liverpool	Scrapped after fire 1897.
MOBILE BAY	Bark	1169 Hatfield, Cameron & Co., Glasgow.	Burned 1906.
		Port Glasgow yards	
BANCA	Bark	1046 P.Denniston & Co., Glasgow.	
MARIA L.	1902	L.Lauro, Castellamare	
MARIA G.	1910	A.Veronica & E. Gallo, Genoa	
PIAGALQUA	1918	G.B.A.Piaggio, Genoa	
MEXICO (hulk)	1924	Liotta Bros., Genoa.	Broken up 1928.
EARL BEACONSFIELD	4m.Ship	1960 A.McAlister, Glasgow.	Burned, August 1884.
FORMOSA	Ship	1651 P.Denniston & Co., Glasgow.	Ashore Nov.1915.
GENERAL PICTON	Ship	1660 L. Davies & Co., London	Wrecked July 1888.
J. T. NORTH	Bark	828 W. & J. Lockett, Liverpool.	
JOHAN		R.K.Bager, Marstal, Denmark.	Submarined Dec.1916.
PORT ADELAIDE	Bark	1367 Crawford & Rowat, Glasgow.	Lost Feb.1899, Java Sea.
PRIORHILL	Bark	1180 F.R.Dickson & Co., Glasgow.	Dec.1895 wrecked W.C.S.A.
SHALIMAR	Bark	1016 W. & J.Crawford, Greenock	Missing 1890.
SHANNON	Ship	1690 James Nourse, London.	Missing 1885, B.of Bengal.
TURKISTAN	Ship	1660 W. & J. Crawford, Greenock.	
PORT CRAWFORD	1893	Crawford & Rowat, Glasgow	
MARGARITA	1909	K. Bruusgaard, Drammen.	Broken up Denmark 1924.
		Robert Duncan & Co., Port Glasgow	
ELMHURST	Ship	1784 R.R.Paterson, Greenock	
LOCH GARVE		James Sproat, Liverpool	Sold to Italy 1910.
GREINA	Ship	1758 T.C.Guthrie, Glasgow.	Lost China Sea, Oct.1892.
HELENSBURGH	Ship	1758 Thom & Cameron, Glasgow.	
MARITA	1907	M.Bruusgaard, Drammen.	Submarined April 1917.
MACRIHANISH	Ship	1758 H.Hogarth, Ardrossan	
AVANCE	1911	S. Marcussen, Lyngør.	
SKELMORLIE	Ship	Hunter, Brown & Co., Greenock.	
CERRO ALEGRE		A.D.Bordes et fils, Dunkirk.	
PUERTO MONTT	1914	Jerman Oelckers, Puerto Montt, Chile.	
TRANSOCEAN	1917	Transoceana Rederi A/B, Göteborg.	
SHANDON	Bark	1442 Thom & Cameron, Glasgow	
VICTOR	1908	J.Samuelsen & Benj.Olsen, Farsund	Hulked Nov.1914
SHANDON	1918	Commonwealth Govt.Line, Melbourne.	Museum ship at Melbourne.
		W. Hamilton & Co., Port Glasgow	
STOCKBRIDGE	Ship	2093 C.F.Ellis & Co., London	
RHUDDLAN CASTLE	1895	R.Thomas & Co., Liverpool.	Abandoned 1908, S.Atlant.



R.A. CALDERON Steel Bark		J. Reid & Co., Port Glasgow	
HANSA		840 W. & J. Lockett, Liverpool	
SEPTA		Carl Johann Klingenberg, Bremen	
SIERRA PEDROSA Steel Ship		(Finnish)	Missing Atlantic 1914.
BRUTUS 1902		1686 Sierra Shipping Co. Lim., Liverpool	
SLIEVE DONARD Steel Ship		Hulked at C. Town; lost at S. Georgia.	
SIERRA SEGURA		1891 W.P. Sinclair & Co., Liverpool	
SEGURA 1902		Sierra Shipping Co. Lim., Liverpool	
VILLALTA Steel Bark		Hulked 1915.	
		906 Nicholson & McGill, L'pool.	Lost in Pacific Feb. 1897.
Birkell, Stenhouse & Co., Dumbarton			
NODDLEBURN Bark		1081 M. Carswell, Glasgow.	Missing, Pacific, 1895.
		A. McMillan & Son, Dumbarton	
CROWN OF DENMARK Ship		2103 Robertson, Cruickshank & Co., Liverpool	
SAGA			
VIBEN 1917		Sejlskibsred. Volante (V. Muller), Copenhagen.	Broken up 1923.
FALCONHURST Ship		2043 F. Shp. Co. (W.R. Price & Co.), London.	Wrecked 1900.
GIUSEPPINA BERTOLLO Bark		1342 G. Bertollo, Genoa.	
IOLANTHE Ship		1682 Cruickshank, Gass & Co., L'pool.	
MARIA		(Italian)	Wrecked November 1909.
MACDIARMID Ship		1622 Builders; sold to Italian owners.	Broken up 1928.
		Barclay, Curle & Co., Glasgow	
CLUNY CASTLE 4m. Ship		1986 D. Currie & Co., London	
ROWENA 1889		Ferguson & Letham, Greenock.	Broken up 1925, Antwerp.
		Dobie & Co., Glasgow	
DERRY CASTLE Bark		1367 F. Spaight & Sons, Limerick.	Wrecked March 1887.
		W.B. Thompson & Co., Glasgow	
KNIGHT OF ST. MICHAEL 4m. S.		2278 Greenshields, Cowie & Co., Liverpool (STEEL; iron	
PACIFIQUE		A.D. Bordes & fils, Dunkirk.	Missing 1916. floors)
		Ramage & Ferguson, Leith	
EARL OF SHAFTESBURY 4m. S.		2079 E. of S. Shp. Co. Lim. (D. Brown & Sons), Lond.	Lost 1893.
MOUNT CARMEL Ship		1686 Smith & Service, Glasgow.	Missing 1917, N. Atlantic.
		P. Rodgers, Carrickfergus	
GLENER Wood 3m. Sch.		117 J. Fritchard, Runcorn	
ANNIE CROSSFIELD 3m. Sch.		119 J. Fisher & Sons, Barrow.	(WOOD)
		Harland & Wolff, Belfast	
BAY OF PANAMA 4m. Ship		2365 J. Bulloch, London.	STEEL exc. floors & lower deck
FINGAL Steel 4m. Ship		2570 R. Martin & Co., Dublin	beams; wrecked 1891.
HUGO HAMILTON 1916		(Swedish)	Submarined Feb. 1917
LORD WOLSELEY 4m. Ship		2577 Irish Shipowners Co. Lim., Belfast.	
COLUMBIA 1900		Tidemann & Co., Bremen.	Dismasted April 1903.
LORD WOLSELEY 1903		Victoria & Vancouver Stevedoring Co., Victoria.	(hulk)
EVERETT G. GRIGGS 1906		E.G. Griggs (Tacoma, Wash.), Vancouver, B.C.	(6m. bktn.)
E.R. STERLING 1910		Capt. E.R. Sterling (Seattle), B.C.	Broken up Sunderland 1928
W. J. PIRRIE 4m. Ship		2576 S. Lawther, Belfast.	Lost Nov. 1920 as barge.

## UNITED KINGDOM SHIPBUILDING IN 1883

Unlike the previous lists, the above is a compilation from "Lloyd's Register" and similar sources, no launching lists being available. Captain H. Daniel has checked the material and supplied most of the brief histories.

The largest 1883 ships were the sisters FINGAL, LORD WOLSELEY, and W.J. PIRRIE. LORD WOLSELEY (broken up as E.R. STERLING after being dismasted), DRUMLTAN (as BROOKLYN), and INVERUGLAS (as TUSITALA) were later American. The latter was the last squarerigger commercially active under the Stars and Stripes.